

NEBRASKA'S RECORD

HER WONDERFUL SHOWING FOR THE YEAR 1917.

RESULTS TO BE PROUD OF

Brief Review of Her Accomplishments and Achievements During the Twelve Months Just Ended.

By Will M. Maupin, Department of Publicity

Standing upon the threshold of the New Year, it is well that Nebraskans pause and review the accomplishments of the year that has just disappeared into the limbo of things that were. The record of 1917 is one to which Nebraskans may point with pride, a record of things accomplished, physical, spiritual and mental.

When 1917 dawned upon the world this great republic was at peace with all the nations. Ere four months of the year had passed the republic was a part of the great world war. What has been Nebraska's contribution to the great struggle being waged for the preservation of democracy? Let us briefly review the record:

The first great effort put forth was the mobilizing of men to bear the brunt of the fighting, and Nebraska was among the first to respond with three regiments of National Guardsmen recruited to almost full fighting strength—a brigade of Nebraska soldiers who had volunteered to fight for their country. While this brigade was being mobilized and whipped into shape, the selective conscription machinery was at work, not only in Nebraska but elsewhere, and in no other state was the draft law better enforced nor the machinery in smoother running order than in Nebraska. Under the direction of Governor Neville the selective conscription worked so smoothly that Provost Marshall General Crowder paid to Governor Neville and through the governor to the state, the highest compliments for the good work performed. Today Nebraska has nearly 20,000 of her brave sons in army and navy, all prepared to go "over the top" in making permanent the idea that peoples and not autocrats shall rule the world.

But it takes more than men in arms to win a war. Behind the fighting men there must be men and women making the utmost sacrifices to feed them and clothe them and provide them with everything necessary to their comfort and well being. The production of foodstuffs and material for clothing, Red Cross and Y. M. C. A. activities and Liberty bond subscriptions, are among the greatest of war activities, and just as essential to success as fighting men. How has Nebraska measured up in these things?

Nebraska exceeded her quota in the first Liberty Bond drive by several millions of dollars, and when the second Liberty Loan drive came on, Nebraska set out and greatly exceeded the proud record made in the first drive. Nebraska's quota for Liberty Bonds was followed by the Y. M. C. A. drive, and Nebraska came across with nearly double the quota assigned to her. This was immediately followed by the Knights of Columbus drive, work similar to that of the Y. M. C. A., and forgetful of religious differences again, as always, Nebraska proceeded to more than double the K. C. quota. From a per capita standpoint no other state has excelled Nebraska in investments in Liberty Bonds or contributions to the Y. M. C. A., K. of C. and Red Cross activities. Nor can any other state excel Nebraska's proud record of volunteer enlistments and ready responses to the selective conscription act.

In the matter of contributions other than men and money, what has been Nebraska's record? Napoleon said that "armies crawl on their bellies," and Sherman said "armies move no faster than their wagon trains." In other words, food supplies for the soldiers are as essential as soldiers themselves. It is to this great republic that our associates in this great struggle are looking for their supplies of foodstuffs, and nobly is the republic responding. It is chiefly to the middle west, however, that the allies must look for those supplies of food. Only the states in this American Union produce more foodstuffs than they consume, and of these ten only Nebraska produces more of the three great staple foodstuffs, bread, meat and sugar, than it consumes, and that one is Nebraska. The five great soil products necessary to human life are bread, meat, sugar, wool and cotton. Nebraska produces three of these in surplus, and one other, wool, may be produced in surplus. No other state in the union is able to match Nebraska's record in this respect.

When it was realized that the middle west must produce the foodstuffs it was also realized that other states not capable of producing a surplus

What Constitutes Dependency

Lincoln.—Draft boards have been instructed by Provost Marshal General Crowder to use "common sense and sympathy in the facts of each individual case," in determining what would be adequate support for dependents of a man registered for war service. Many boards have indicated doubt as to what should be done when it appears that a soldier's pay and war risk allowance will provide support for dependents whose claims other wise would entitle the registrant to deferred classification.

must economize in consumption in order that there might be enough to go around. Again Nebraska came to the front, and no other state is better organized for food economy than Nebraska. Under the direction of Gordon W. Wattle, one of Nebraska's capable organizers, Nebraska is setting a record for food conservation. Under the direction of John L. Kennedy, another splendid type of Nebraskan, fuel economy is being practiced with gratifying results.

Thus we have considered Nebraska with relation to its contribution of men, its contribution of dollars and its conservation of foodstuffs. What about its production.

For the first time in history Nebraska practically lost a wheat crop in 1917. The crop of last year was less than 20 per cent of the average. Was Nebraska discouraged? Not at all. The farmers answered the appeal of the State Council of Defense, and the destroyed wheat acreage was sowed to oats and barley or planted in corn. With farms hard hit by the selective draft, the farmers "speeded up" to the limit, and the result was the largest corn crop in the state's history—more than 260,000,000 of bushels. The oats production was also a record breaker, exceeding the best previous yield by several millions of bushels.

Here is a fact that can not be disputed; Nebraska in 1917 produced a greater surplus of foodstuffs than any other state, measured either by population or totals. Although the wheat crop was deemed a total failure, Nebraska produced enough to supply her own needs for bread and seed, and had a few millions of bushels to spare to the armies in the field. Nebraska raised enough sugar for her own consumption, and had almost as much more for her contribution to the allies. Three years ago not a pound of potash was produced in Nebraska, and the United States produced less than 5 per cent of the potash it consumed, the remaining 95 per cent coming mainly from Germany. Today the United States is producing practically every bit of potash it is consuming, and Nebraska is producing 75 per cent of it. The potash produced in Nebraska in 1917 was worth more in dollars than the gold mined in any one state in the Union. Following is a conservative statement of Nebraska production in 1917, based upon the average of prices prevailing during the year.

Corn	\$325,000,000
Wheat	30,000,000
Other grains	70,000,000
Potatoes	12,000,000
Fruits	8,000,000
Potash	18,000,000
Meat stuffs	100,000,000
Butter	25,000,000
Poultry	20,000,000
Eggs	35,000,000
Garden products	10,000,000
Sugar	9,000,000
Value added in manufacturing	30,000,000

Grand total for year—\$692,000,000
This means a wealth production of nearly \$550 per capita for the year—a record that Nebraska challenges any other state to excel.

On December 31, 1917, Nebraskans had more than \$400,000,000 on deposit in the state and national banks of the state, or approximately \$300 per capita—another record which challenges comparison.

Nor is the record of 1917 an exceptional one, Nebraska has been going "over the top" in the matter of productivity for twenty years.

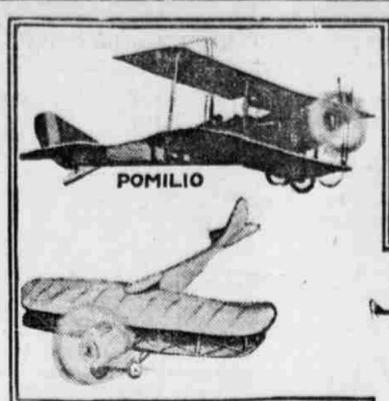
The Department of Publicity has recently compiled from the reports of the United States Bureau of Agriculture a table showing the productivity of the states covering a period of twenty years, 1895 to 1916, inclusive. It shows that in the production of wheat, oats, corn, horses, cattle, swine, and average farm values and value of all farm property, Nebraska ranks third among the states being excelled only by Illinois and Iowa. In the total value of corn, wheat and oats produced during that period, Nebraska ties with Illinois for first place. In the production of cattle and swine Nebraska ties with Illinois for second place. In average values of all farm property Nebraska is in fourth place, and in the same relative position in the average values per farm.

Measured in contributions of men and money to the great war, Nebraska ranks alongside any of her sisters. Measured on contributions of foodstuffs to the great war, Nebraska claims first place and is ready with the figures to substantiate her claims.

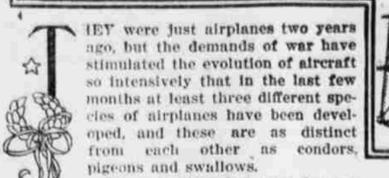
Nor has Nebraska lagged behind in other activities because of the "speeding up" of war activities. Educationally this great state still holds first place. For each child of school age within the state's borders there is upward of \$40 invested in interest bearing securities, the revenues from which are devoted to the support of the public schools. The state does not owe a dollar, either in bonded or floating indebtedness. It owns property exceeding \$30,000,000 in value. Its future is as sure as its past development has been marvelous.

Gathering the Income Tax.

Washington.—The great task of gathering income tax and excess profits returns began Wednesday with the new year. Every unmarried person earning more than \$1,000 during the last year, and every married person or head of a family who made more than \$2,000, must file with the Internal revenue collector of his district a report any time between Wednesday and March 1. He will be notified before June 1 of the tax due, and payment will be due by June 15.



POMILIO



CAPRONI

NEW AIRPLANES DEVELOPED BY WAR

They were just airplanes two years ago, but the demands of war have stimulated the evolution of aircraft so intensively that in the last few months at least three different species of airplanes have been developed, and these are as distinct from each other as condors, pigeons and swallows.

The monoplane has gone the way of the high-wheeled bicycle; it is seen no more in the air. And instead of just airplanes, we have bombing machines, reconnaissance machines and battleplanes, each a specialized type designed for a specific duty. Then, in a class by themselves, there are the hydroplanes, writes Arthur Bevington in the New York World.

Bombing machines are the heavy artillery, the condors, the Percherons, the bulldozers of the air. Reconnaissance machines are the intelligence service, the carrier pigeons, the hunters, the pointers, of the air.

Battleplanes, which combine the duties of light cavalry and machine-gun squads, are the swallows, the thoroughbreds, the terriers, the wasps, of the air.

"You might as well ask me what kind of horse I consider the finest," replied an Italian aviator when asked for his opinion on the finest airplane. "It all depends upon what service you want your plane for. For dropping bombs on cities there is nothing like our own Caproni; the finest climbers I personally have encountered were German machines; the swiftest flyer up to date is the Italian S. V. A.; and I think the Austrians have the most reliable hydroplanes."

Of course this was merely the aviator's personal opinion, and it is given here not at all because of its value as a judgment on the several makes of machines, but merely to illustrate the diversity of type and the wisdom of not confusing the different types in one's mind.

For a bombing machine the primary requirement is ability to carry a heavy load. Then, in order of importance, come: Medium speed (80 to 100 miles an hour); climbing power (13,000 feet); defensive armament and a radius of action from 60 to 100 miles. Load-carrying power involves strength of construction, great stability, and engines that shall develop tremendous power and yet be as light as possible. Types of the bombing machine are the Italian Caproni, the British Handley-Palmer, and the German Gotha G III and Friedrichshafen G. H.

The reconnaissance machine must have room for at least two persons—the pilot and the observer; installation for wireless apparatus and cameras for taking both still and moving pictures; fuel capacity sufficient for three or four hours of flight; fairly high speed—say from 115 to 120 miles an hour—and ability to carry a machine gun with which to defend itself if attacked. The camera installation makes great stability necessary. Types of this machine are the Italian Pomilio S. V. A. and Savoia-Pomilio; the French Voisin, and the German Brandenburg, Albatross C III and Aviatik C III.

Speed and climbing power are the essentials in a battleplane. The latest types of this sort—the Italian S. V. A. and a new model of Pomilio; the French Nieuport and Spad, and the German Albatross D I and Albatross Euc—can carry only one man, who acts as pilot, observer and gunner. Most of them have only one gun, which is not mounted on a swivel, but is an integral part of the engine itself, for, as it discharges its bullets between the blades of a propeller revolving so rapidly that it cannot be seen, it must be perfectly synchronized with the motor, otherwise a bullet might strike a blade of the propeller. These machines are nothing but flying cannons. They carry no passenger, no camera, no bombs, nothing except a single operator and the ammunition for the gun.

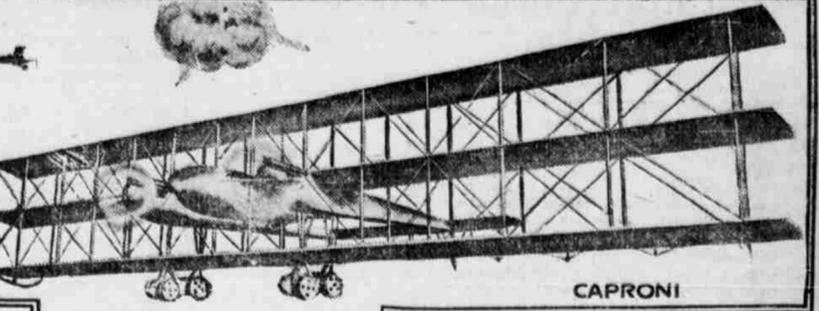
The difference between reconnaissance and battleplanes appear slight when set down in figures, but then every fraction of an inch affects the speed and stability of an airplane.

Some idea of the differences may be obtained from the dimensions, and these can be given only approximately except in one or two cases. It is, of course, impossible to describe our own American planes, so the comparisons that follow are based on foreign machines.

One of the smallest of the battleplanes is a new Pomilio which has not yet been tested in America. American representatives of the Ansaldo company of Genoa, which makes the S. V. A.—another very small one—decline to make its dimensions public at present, but Capt. Alessandro Pomilio, designer of the machines that bear his name, has no objection to it being stated that the Pomilio which flew from Fortress Monroe to Mineola and which soared over New York on Liberty Loan day, has a wing spread of approximately 38 feet. This, however, is a reconnaissance machine. The one that is coming is a battleplane and its wings have a spread of only a fraction over 30 feet. Both these Pomilio machines have exactly the same motor, a 200-horse-power Isotta-Fraschini, but the greater size of the one already here enables it to carry a passenger and camera, while the smaller one can carry only one man. The reconnaissance Pomilio makes 120 miles an hour; a scout is said to have made on tests in Italy 160 miles an hour.

So far as official tests are known, the S. V. A. holds the record for speed. This is the machine that made the sensational flight from Turin to Rome, 396 miles, in two hours and fifty minutes, averaging 139.5 miles an hour. The French Nieuport machines are unofficially reported to have made as high as 175 miles an hour.

The dimensions of the German Albatross D I are known exactly, having been published by the French military authorities after measurement of captured machines. Its wings have a spread of 29.7 feet; its fuselage is 23.5 feet long; its speed is 124 miles an hour and it can climb to 18,150 feet. It carries two rapid-fire guns, discharging through



ALBATROS



GOTHA



S.V.A.

the propeller, and 100 cartridges for each gun. Returning now to the bombing machines, the types best known are the German Gotha, which is virtually a copy of the British Handley-Palmer, and the Italian Caproni. The dimensions of the latter cannot be given, for the machines are in several sizes, the smaller being biplanes, the largest being a triplane. Those of the Gotha G III are known. It is a biplane with a wing spread of 77.7 feet, and fuselage 40.38 feet long; it can go 96.8 miles an hour, ascend 14,850 feet and carry a load of 1,320 pounds of bombs besides at least two men.

It was necessary to put three planes on the larger Caproni, in order to carry the immense weight at high speed. It has three fuselages, each with its own motor, the one in the middle being much shorter than the others. The right and left fuselages have propellers in front, the middle fuselage has a propeller behind. The motors are 240-horse-power Isotta-Fraschini.

The Caproni are slow machines—only about 90 miles an hour—and is capable of fighting single-handed against the little wasps of the air. They are unique in that any one of their motors suffices to propel the machine; therefore, all three must be stopped by bullets before it is disabled. In this last respect its only rival is—so far as known at present writing—the great German Gotha, which has two motors, either of which will propel it.

One of the most striking facts about the evolution of air craft since the war began is that the monoplane has virtually disappeared. Quite early in the war the French Nieuport grew an extra pair of wings. The principal reason why two pairs are better than one is that lifting power in the air depends upon the area of the wings. Now the Gotha's two pairs of wings are 77.7 feet long and 7.226 feet wide, which gives an area of 569 square feet for each pair, or 1,138 square feet as the total wing surface. If this were all in a single plane, the wing would have to be about 153 feet long if they had the same breadth as now; and the leverage of the wind on their ends would be so great that the machine would be absolutely unmanageable.

For this same reason the biggest of the Caproni, which is by far the largest thing in the air, has three planes instead of two.

The Gotha is, however, more than a bombing machine; it is a veritable aerial battleship. Over its bow on a swivel is a machine gun that can shoot forward over a horizontal arc of more than 180 degrees, and over a perpendicular arc of about 230 degrees. On its fuselage, behind its wings and behind the propellers, is another gun that shoots astern over a horizontal arc of nearly 180 degrees and over a perpendicular arc of about 190. Besides these two guns the Gotha has a third, mounted on a pivot in the body of the fuselage and pointing downwards, through a port hole

In the bottom of the fuselage. By means of this last gun it can defend itself from enemy machines attacking it from below and behind, a position in which all other machines but the Gotha are vulnerable.

The Germans have been most ingenious in designing their airplanes for maximum effectiveness of gun fire. Their single-seated Albatross D, and D III, Fokker D, Halberstadt Roland D, and Ago D have two fixed guns firing ahead through the revolving propeller, and these machines are able to carry 2,000 cartridges for each gun. The two-place reconnaissance machines Albatross Rumpler, Aviatik and L. V. G. have one fixed forward gun firing through the propeller and a second lighter gun on a swivel mounted behind the planes and firing to the rear over an angle of 18 degrees. The French have adopted this system for the airplanes of similar type.

The most ingenious armament, however, is that of the new Pomilio scout plane. It is not advisable to betray the secret of this plane at present, but it is permissible to say that the single pilot controls five guns, all shooting ahead simultaneously, and that four of these are so perfectly concealed that even a photograph does not show where they are situated. It is in reality a five-barreled Gatling gun on wings. This machine is now on its way to America, if indeed it has already arrived.

Talked with the Italian aviators now here about motors, I found them deeply interested in the new Liberty motor, but none would venture to express an opinion about it.

"I could not judge of its value," said one of them, "until I had taken it up 5,000 or 100,000 feet in the air and watched how it behaved there. The Fiat company, which has been making motors ever since these were first invented, need two whole years of experimentation before it was able to turn out a satisfactory airplane motor. Several times it thought it had it; several times it offered a motor that performed perfectly well in the most exacting laboratory tests, but each time it failed when tested in the rarefied air of 10,000 feet above the earth. After two years of trial the Fiat people produced the wonderful motor now so extensively used. The Isotta-Fraschini company had a similar experience. We all admire the perfection of mechanism of the Liberty motor and we all hope that actual flight will prove it to be as perfect as it looks, but no one of us would venture to give a verdict on it until he had flown with it at all possible altitudes.

These men, all of whom are youths who have had thrilling experiences in actual warfare, fond of discussing the probabilities of a flight across the Atlantic. Any one of them would be willing to attempt it, but they disagree as to which machine most likely to be the first to make the attempt. Some say the giant Caproni, which would need least 24 hours, and probably 40, to fly from Newfoundland to Ireland (the shortest route), while others say some such machine as the S. V. A., it could make the flight easily between sun and sunset. In the one case it would be like a giant condor relying on the power of its wing to sustain it a day and a night in flight, in the other case it would be a sea gull or a swallow relying on terrific speed to carry it over by daylight.

NAMING OF WARSHIPS.

The law requires that all first-class battleships "shall be named for states and shall not be named for any city, place, or person until the name the states have been exhausted," and a recent article by Walter Scott Meriwether in the London points out that Secretary Daniels' recent order assigning the names of New Mexico, California, Tennessee, Mississippi, and Idaho to the superdreadnoughts now under construction, is a pretty exhaustive list of unused names, selecting names for the five battle cruisers authorized by the last congress, recourse was to names which never should have disappeared from the navy register—Constitution, Constellation, Saratoga, Ranger, and Lexington. The most old frigates Constitution and Constellation now preserved as relics of the wooden fleet a century ago, will be known as "Old Constitution" and "Old Constellation." The present Saratoga was formerly the New York, the armored cruiser which served as Admiral Sampson's flag ship.

EVERY MAN TO HIS LAST.

Because you are an excellent carpenter named Socrates in his famous Apologia at Athens it does not therefore follow that you are wisest of men. Yet the tendency persisted, and Alexander Cruden, a great marksmanship, was found offering his services to the British government, over 150 years ago, as "corrector of morals," just as many rich businessmen in England today are offering their services to the government "under the conviction that they can do in one day what an expert can manage in three.—Christian Science Monitor

IN MONTENEGRO.

There's a peculiar superstition in Montenegro where the peasants believe that the iron chain over the hot fireplace will not heat at Christmas night, as at all other times, but will cool to the touch. To explain this they say that a shalzar chain hung over the fire during the birth of Christ, the virgin mother grasped for support. It became cool at her touch, but the shalzar hand.